

H. S. Raymond To Regulate Sailings Here

President of American Steamship Co. Appointed by Federal Board

Will Expedite Vessels' Movements

New Office Created to Get Full Capacity From Nation's Merchant Fleet

[Staff Correspondence]

WASHINGTON, Jan. 28.—Chairman Hurley of the Shipping Board to-day named H. S. Raymond, of New York, president of the American Steamship Company, to be Controller of Shipping, with headquarters in New York. Mr. Raymond will be chief assistant to Edward F. Carry, of Chicago, who is director of the division of operations of the Shipping Board.

The Controller of Shipping at New York will have practical charge of all ship movements from the port which come under the jurisdiction of the Shipping Board. His first step, it was stated, will be to coordinate the work of his office with that of the New York Port Board, of which Irving T. Bush is director, and the Army Overseas Transport Service, which is now in charge of General Goethals, acting quartermaster general.

The appointment of Mr. Raymond is considered a step toward placing the operation of government ships under the exclusive charge of practical shipping men. Mr. Raymond, besides being president of the American Steamship Company, is also president of both the Clyde and Mallory lines and is a recognized authority on Atlantic shipping.

Another Appointment Coming
It was further intimated at the Shipping Board to-day that another practical shipping man would be soon selected to come to Washington as assistant to Director of Operations Edward F. Carry. In this connection, it is pointed out that Mr. Carry, a Chicago man, has never had any extensive experience in the operation of ocean tonnage.

Explaining the functions of Mr. Raymond, Chairman Hurley to-day issued the following statement:
"The Controller of Shipping located in New York is to have supervision of the affairs of the operating department in the port of New York, which, briefly outlined, will be to see that ships belonging to the Shipping Board and operated by it under requisition shall be operated with maximum efficiency."

Must Keep Ships Moving
"He will see to it that ships are not detained in port, are turned around quickly, loaded to their marks with cargo properly stowed and the incidental operations that go with this work. He will cooperate with the army and navy wherever possible and with the Allies, and primarily shall be charged with expediting vessels and the loading of cargoes in the war zone."

"He will have charge of our present organization in New York and will add to it the departments necessary to conduct the business in the most efficient manner."

"In short, he will to all intents and purposes be the operating head of a large shipping organization controlling the requisitioned ships and vessels and the Shipping Board, pooling and coordinating these facilities in cooperation with the Allies wherever such plan can be worked out efficiently."

"The war will be clothed with all requisite authority, and on questions of policy he will be governed by the declarations of the Shipping Board and will report to the Director of Operations."

Ship Workers' Drive On

Organization Formed in 42 States to Enroll 250,000

WASHINGTON, Jan. 28.—Reports to the United States Employment Service tonight, at the end of the first day of the drive to enroll 250,000 shipyard workers, said state directors of the Public Service Reserve, will now be established in 42 states and that 23 states had completed reserve organizations.

First figures of enrollment of workers will be made next Saturday. From noon until February 16, when the campaign ends here, must be an average daily enrollment of 12,500 for each of the eighteen working days. Labor Department officials tonight expressed belief that the campaign would be a success.

William E. Hall, national director of the Public Service Reserve, called a meeting here for next Friday of state directors of all states east and south of North Dakota.

20,000 Dig Camp Dix Out

Drop Soldiering a Day to Clear Away Snow

CAMP DIX, N. J., Jan. 28.—Practically all of the 20,000 soldiers stationed here up Sunday morning were busy with shovels and brooms set to work digging the camp out from beneath the snow drifts piled up by the blizzard of last night. Immediately after reveille this morning a general order was issued from division headquarters releasing from military duty all the men needed in the snow gangs.

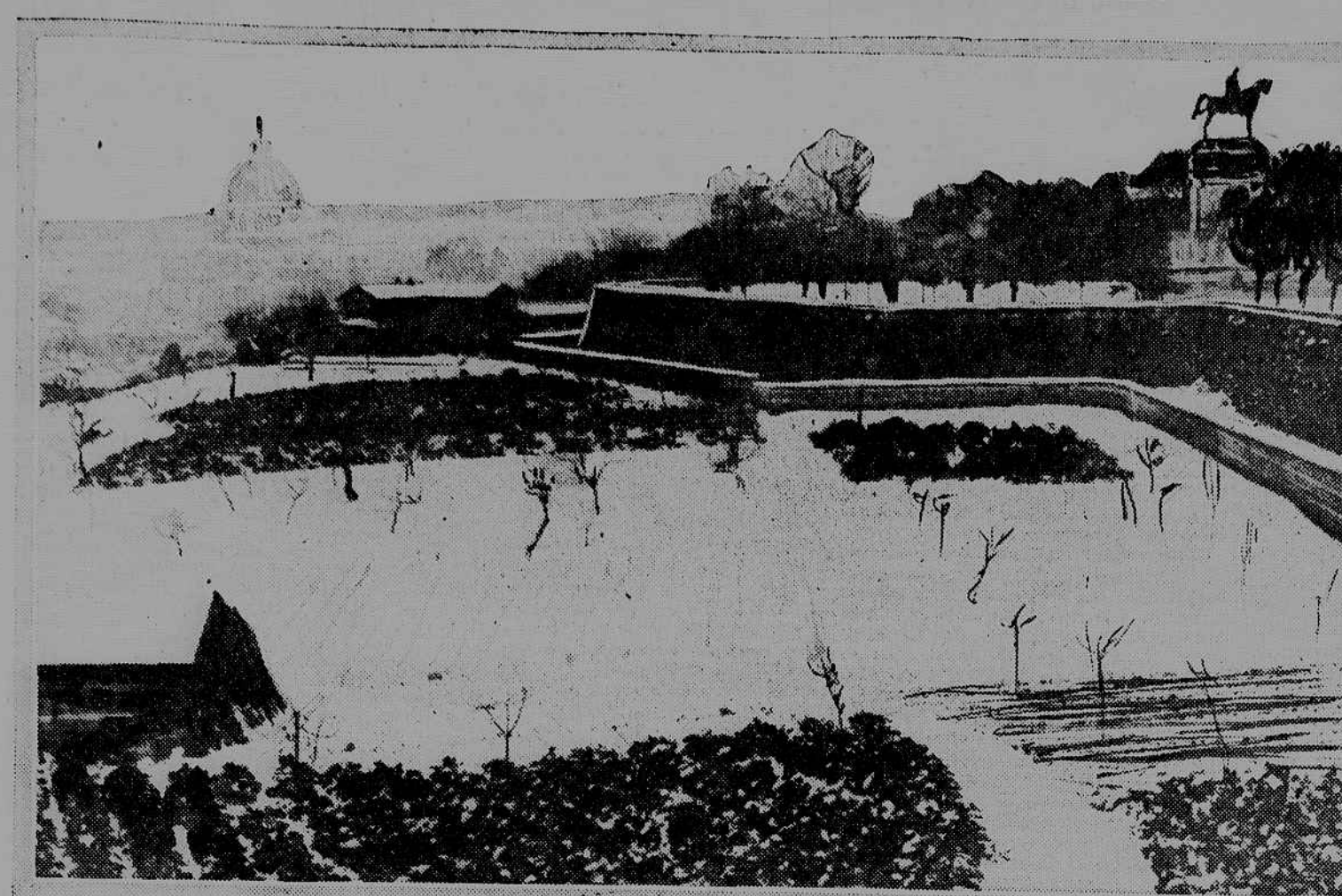
Upton's Parade Put Off

Camp Regiment to March Here on Monday

Henry McDonald, director of the Mayor's Committee on National Defense, yesterday afternoon announced that on his suggestion the officers of the 308th Infantry of the 77th Division at Camp Upton had agreed to postpone the regimental parade up Fifth Avenue from Sunday, February 3, until the following day.

The purpose of the shift, it was said, was to hold the event on "Garfield Monday" instead of on the Sabbath, and also better to meet the needs of the Long Island Railroad Company, which will transport the 2,500 soldiers to the city. The benefit performance which the regiment will give will take place next Sunday afternoon as scheduled.

EVEN ROME DOES NOT ESCAPE SNOW THIS WINTER



This photograph shows the Italian capital under a mantle of snow, something which doesn't happen oftener than once every five or ten years. It has been colder than usual in Italy, as in most other countries of the northern hemisphere. On the left the famous dome of St. Peter's can be seen. On the right is the monument of Garibaldi.

Press Here Drink's Friend, Says Bryan

New York Editorial Like Whiff of Whiskey Bottle, He Tells Ministers

William Jennings Bryan was introduced as "surprise speaker" at the union preachers' annual meeting, held at Marble Collegiate Church, Fifth Avenue and Twenty-ninth Street, yesterday. He talked on national prohibition, and incidentally paid his respects to New York newspapers.

"The New York newspapers are the centre of the opposition to prohibition in this country," said Mr. Bryan. "An editorial in one of them is like getting a whiff of a whiskey bottle," he continued.

"The liquor interests," said the speaker, "would like every American down, bind him hand and foot, and pour liquor into him three times a day. I thank God we have a War Department and government which made the cantonments safe for the soldier boys."

The law which forbids selling liquor to soldiers, he declared, is the making of the country. A bone dry country will see, in the opinion of the speaker, "more slaves unfettered than were freed by Lincoln's emancipation proclamation."

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"I expect to see the country saloonless before I die," said Mr. Bryan. "For years I have prayed for a dry country, and now, since the war began, I have added prayer that the women of the world will have a voice in making this the last war on earth."

City Urged to Run School Lunch System

The Board of Education, at its meeting yesterday was urged to take over and operate the school lunch system developed by voluntary committees in New York and Brooklyn. Consideration of the plan was deferred until after the disposition of the building measures for which the meeting was called.

It was argued that the luncheon system, under existing private operation, incurred an annual deficit of about \$500 a school, might be so extended and developed under the board's control so that the overhead expenses could be cut down, resulting in a much smaller deficit a school.

The Board of Education now operates a similar luncheon service in the high schools. Clarence E. Milne and Edward D. Shepley, representing the Board of Superintendent and C. B. J. Snyder, superintendent of school buildings, presented their suggestions for the standardization of school buildings and equipment. The board recommended for approval at its regular meeting Wednesday the equipping of a cooking room in Public School 77, in Brooklyn, and of additional class rooms in School 57, in the Bronx.

American Flier Dies; Winged Four Germans

NEWPORT, R. I., Jan. 28.—The death in a hospital at Lincoln, England, of Lieutenant Evanda H. Garnett, of this city, a member of the London Royal Flying Squad, was announced in a cable message received to-day.

Arabs Destroy Railroads And Storm Turkish Posts

LONDON, Jan. 28.—"Further particulars of the operations of the Arabs of the King of the Hedjaz in the last ten days," says an official statement to-night, "show that several miles of track on the Hedjaz railway were destroyed and heavy losses inflicted on the Turkish posts south of Maan (Syria) in two days' fighting."

"The Arabs subsequently withdrew, with few losses."

Master of 41 Trades, Head of Own Religion, Gets No Exemption

George Washington Spiers, Twenty-eight, Sole Member of Superior Quakers, Has Dependents, Invents Battleships, Is Physically Defective, but Is Placed in Class I

When George Washington Spiers, a many-sided genius, enters the National Army—which will probably be soon in view of the action of the District Board yesterday on his appeal for an exemption—he will be embarrassed if the military officers ask him what work he is best fitted for. Though only twenty-eight, Mr. Spiers has engaged in some forty-one occupations, according to his questionnaire, and he indicates that he is highly skilled in all of them.

Scruples might have deprived the army of his unusual services if the membership of the "Superior Quakers" had been larger. For Mr. Spiers, though singularly adapted to aid in the mechanical side of making war, had aversions against belligerence, he said, and he felt that his conscientious objections ought to relieve him from the obligation to fight because he was a member of a religious organization in existence before May 18 last which is opposed to war. Spiers testified that his first hatred of warfare led him to form the "Superior Quakers" in January, 1900. Louis Marshall, who handled Spiers' appeal, reported that the appellant was at the present time the exclusive member of the "Superior Quakers," having no colleagues or co-religionists.

If Mr. Marshall and his associates on the District Board had not differed with Mr. Spiers' opinion of himself, he would have been placed in all of the five classes. As it was, he was put in Class I among the first to go to camp. The local board had placed him in Class 2B, on account of dependence, but the government appealed this classification.

39,526 New York Quota of Reserve For Shipbuilding

Nation to Enroll 250,000 Men for Special War Work

WASHINGTON, Jan. 28.—Quotas assigned to each state in the three weeks' campaign for a voluntary shipbuilding reserve of 250,000 men were announced to-night by the Department of Labor. The object is to enroll men fitted for shipbuilding work and not now employed in it, as a part of the war labor reserve now being registered. Men who enroll will not sacrifice independence of action, and are advised to remain at their present jobs until notified that a place in a shipyard is ready for them.

The quotas follow:
Maine, 2,972; New Hampshire, 1,698; Vermont, 1,390; Massachusetts, 14,321; Rhode Island, 2,355; Connecticut, 4,786; New York, 39,526; New Jersey, 11,348; Pennsylvania, 32,771; Ohio, 19,802; Indiana, 10,847; Illinois, 23,662; Michigan, 11,734; Wisconsin, 9,611; Minnesota, 8,762; Iowa, 8,531; Missouri, 11,812; North Dakota, 2,548; South Dakota, 2,393; Nebraska, 4,400; Kansas, 6,330; Delaware, 811; Maryland, 5,250; District of Columbia, 1,390; Virginia, 8,453; West Virginia, 5,327; North Carolina, 3,264; South Carolina, 6,253; Georgia, 11,001; Florida, 3,435; Kentucky, 8,260; Tennessee, 7,352; Alabama, 8,999; Mississippi, 7,488; Arkansas, 6,022; Louisiana, 7,094; Oklahoma, 8,492; Texas, 17,023; Montana, 1,693; Idaho, 1,621; Wyoming, 618; Colorado, 3,320; New Mexico, 1,428; Arizona, 888; Utah, 1,660; Nevada, 386; Washington, 6,906; Oregon, 3,204; California, 11,310. Pennsylvania, the department announced, was the first state to put into operation the programme for coordination of Federal and state machinery for mobilizing and supplying labor to war industries.

Pershing Reports Medical Officer Wounded in Action

WASHINGTON, Jan. 28.—General Pershing to-day reported First Lieutenant H. A. Brown, Medical Reserve Corps, attached to the British Expeditionary force, slightly wounded in action December 31. No details were given.

His mother, Mrs. Tillie Long Brown, lives at 805 Clinton Springs Avenue, Cincinnati.

American Medical Discovery Aids Allied Armies

Druggists Say Phenolphthalein Baffles Kaiser's Scientists

Scientists of America have placed at the disposal of the Allied armies a medical discovery which promises to prove a potent factor in minimizing disease among soldiers.

Germany's experts, in an effort to produce a similar compound, have failed to make it more than 60 per cent perfect, and therefore cannot derive its full benefits. This fact was brought out yesterday at the opening session of the seventh annual convention of the American Drug Manufacturers' Association, in the Waldorf-Astoria.

The discovery is distinctly an American secret. Even its name is baffling. Phenolphthalein is the drug, and so effective is it that the American Red Cross has already shipped 50,000 vials of it to the medical officers of the American expeditionary force in France.

Phenolphthalein is not new to Germany, and for that reason its exclusive Americanism has a particularly ranking effect upon the savans of that country. They were permitted to buy it before the war, but its wise producers declined to surrender its formula.

This information was revealed by one of the largest manufacturers in America, whose plant is in Baltimore.

Detects Kidney Defects

The chief function of phenolphthalein is to detect kidney defects before they have reached an advanced stage. It is a coal tar product. The manufacturer, in explaining its advantages, said:

"This drug was discovered by the chief of the department of chemistry of Johns Hopkins University and, after tests in the physiological department and by the pharmacologists of that institution, was found to be the most efficient of all diagnostic agents for tracing defects in the functioning power of the kidney."

"Before the war we furnished the drug to German medical men, and they have since tried to perfect it, but have failed."

The manufacturer explained that there are six ingredients in phenolphthalein, each of which in turn is composed of various ingredients requiring expert compounding. "The value of this drug to our armies is unquestioned," he said. "By its use it is possible to determine in little more than an hour whether a soldier is facing severe illness through failure of his kidneys to function properly. Under the old methods, days, and perhaps weeks, were required to trace defects."

Furthermore, the old methods required the service of a trained physician, while this new one can be just as effectively determined faults if it is applied by a layman.

"If rapid examinations can be made of men when they return from the trenches," he continued, "it may be possible to nip their ailment before it has obtained a firm hold and thereby prevent disease."

Injected in the Arm
Phenolphthalein is injected in the arm. One of the peculiarities of it is that it is as potent a dyestuff as any yet evolved. It is of a deep red color and will dye fabric.

Soldier Describes U-Boat Attack on First Convoy

Saw Three Periscopes, Others Counted Seven—Torpedo-Like Trail Passed Stern—Firing Raged Two Hours—Oil Overspread Water, Indicating Destruction of Submarine

By an American Soldier Just Returned

WASHINGTON, Jan. 28.—If the reader will just imagine himself alighting from a train at Coney Island and deciding which attraction he will put on first, and then finding ten huge gunmen with drawn revolvers firing into his face, he will get some little idea of how this soldier felt on the trip over to France.

It was on August 20 that we saw land for the first time after leaving the United States. This was some fourteen days from the time we got under way. We had discarded our life preservers and were all preparing to get our trunks ready for leaving ship. The time was 8 o'clock in the morning, and not one person in the whole convoy passenger list even dreamed of a submarine.

But the whistle of our ship began to blow. And right here I might say that when a ship's whistle begins blowing after it has left for Europe it is your cue to grab your life preserver and without a moment's delay get to your lifeboat station. Well, this we did, and then began to wonder why we were there. The sound of the guns from our boat answered this question.

Saw Three Periscopes

We knew that the tin fish had welcomed us. Some say there were ten, others swear more, and still others refuse to this day to believe there was any at all. But I saw three periscopes. There then was a long steam like trail in the water, which passed the stern of our ship. The destroyers, which had come out to meet us to convoy us through this part of the danger zone, began to yet in their work. Not a gun on any of the transports or destroyers was cold for fully two hours.

The ships took their own separate courses. They zigzagged and the sailors were weary.

Everybody fought for a place at the side of the ship where all of the action could be seen. Shot after shot was fired. The proximity of the guns left a thundering sound in the ears. The destroyers went this way and that, firing into the water at second intervals. They dropped innumerable deadly depth charges into the foaming green. They worked like a score of cats after a mouse. Oil began to show on the water. Sailors who had made previous trips told us what this meant. It meant that where the oil showed one of the Kaiser's nautical murderers had submerged for the last time.

French Airplanes Help

A buzzing sound was heard overhead. We looked and saw two French airplanes which had come to the rescue. They dropped bombs from a height of not more than two hundred yards. They flew close to the water and dropped more bombs. Then the excitement was over. But we had been entertained for two solid hours. It was thrilling, to say the least. When we got into port a universal vow was made that if that was the way the Kaiser had ordered the Lusitania and other ships to be sunk, without warning of any sort, we, every one of us, would do our best to get even when the chance came.

But there was another story waiting for us at the port. It was an official announcement that three German submarines had been destroyed and that the murderer crews had also gone to Davy Jones' locker. Here they would no longer terrorize or murder. Some days later another report reached us, this to the effect that three bodies, positively identified as German sailors, had been picked up near the shore. This proved that at least one of the women and children killers had been blown to kingdom come.

But I was sent back before I had a chance to over my score with the Hun. On the way back he again was active, but not quite as on my trip over. Coming back things looked much better. But it must be remembered that, other gear or coming, not the slightest speck of light is allowed on the ships. After we had all retired for the night on our fifth day out—the time, I think, was about 10:30—there came a humming sound which threw me out of my bunk. Others left their bunks in the same manner, and then the weird sound of the whistle warned us that something had happened.

Boats Collided

The ever present life preserver was brought into play and with an overcut and a scowl I faced the cold wind

of the middle Atlantic. With difficulty I found my lifeboat. There were lights all around us. The explosion which we all expected to follow the bump did not come. We thought we were beached. But soon word reached us that we had collided with one ship of a convoy bound for Europe. The ill-fated boat which our ship had struck was foundering, with all her lights brightly burning. She sent up three rockets, which meant distress.

Our searchlights were turned on her. We saw the hole in her bow. It was well above the waterline, but measured about twenty feet in circumference. We had not yet heard whether our own ship had been damaged. After nearly two hours, and feeling numb from the cold, we were told to return to bed. Our ship had been sounded and found undamaged. But few wanted to go to bed. The accident had killed all the sleeping desire which we possessed a short while before.

Some sailors left our boat and brought materials to the damaged ship, that lay, one would think, helpless among the luminous breakers, which beat against it with a hissing sound. The other boats continued on their way. As morning was being ushered in we went back to bed. Our ship was under way again, and without further mishap we reached the United States. But the two experiences will live in my memory until death.

Fads Gone, Women Seek Wartime Work

High Class Girl Employees Crowd New Federal Labor Bureau Here

The pinch of war is being felt by the wealthy. The fads and luxuries with which they occupied themselves before April of last year are rapidly being eliminated through the taxes on incomes and excess profits.

The list of the former occupations of the more than 150 women who applied for positions through the Women's Division of the United States Employment Service of the Department of Labor, which opened at 22 East Twenty-second Street yesterday, caused even those in charge to be surprised.

Instead of the rush of applicants for plain jobs where the feminine workers could wear "trouserettes" in munition plants, or semi-military uniforms, the bureau was crowded all day with women and girls who have been thrown out of high-salaried positions with high class modistes and costumers, as portrait painters and musicians, and as teachers of fads that were "exclusive" and highly remunerative before the war.

Mrs. Margaretta Neale, who has charge of the new division, and Mrs. Hilda M. Richards, national chief of the women's division, who came to New York to supervise the opening work here, regarded these "job-hunters," two of whom came all the way from California, where they had been conducting a school, as only a small vanguard of others who are to follow.

Most of these women were earning large salaries until a few months ago," said Mrs. Neale. "They came here and asked for almost any kind of work, and asked only wages enough to live on."

The list of applicants also included married brides of drafted men, clerks, bookkeepers, domestics, but only a few of the last. Twenty-five places were filled from among the 150 who applied, but not in a single instance was a woman referred to a job that a man could have filled. The Department of Labor is holding out no encouragement to women "who want to fill a man's job during the war," Mrs. Neale explained.

The Monday shut-down of industries kept the six clerks in the men's division, which moved its headquarters from the Barge Office to the Twenty-second Street building, bustling. They registered more than 500 men, nearly 200 of whom already had jobs, but wanted to change.

It was the biggest rush the men's division has had during the ten years it has been in operation. No encouragement was given to men already employed in war jobs, when they applied for a change, but the men working in non-essential industries that are not producing war munitions were will-

It used to be the "wolf in sheep's clothing"! Now, if it "looks like what it ain't," they call it "camouflage."

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- (2) Fast color
- (3) Fine tailoring

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10 Burberry Shells with Nutria and Muskrat linings; Beaver collars. Formerly \$185.00, at... \$127.50

27 Coats with Black, Brown or Oxford shells; lined with Mink, Muskrat or Nutria. Beaver or Otter collars. Formerly \$150.00, at... \$97.50

Fourth Floor.

Lord & Taylor

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ingly listed by the government bureau, T. A. Donahue, local director of the bureau, found 175 jobs in which he could place men from among the 500 applicants.

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